PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Application No.:	10/654,765
Filing Date:	September 4, 2003
Applicant:	Paul S. Nordman
Group Art Unit:	1791
Examiner:	Michael A. Tolin
Title:	WINDOW SKIN PANEL AND METHOD OF MAKING SAME
Attorney Docket:	7784-000630/US

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Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

APPEAL BRIEF
UNDER 37 C.F.R. § 41.37

Sir:

The present Appeal Brief is being submitted in response to the Final Office Action that was mailed by the Office on March 30, 2009. A fee in accordance with 37 C.F.R. §41.20 (b)(2) is hereby authorized to be charged to the deposit account of the undersigned's law firm to cover the cost of submitting the present Appeal Brief at this time.

APPELLANT'S BRIEF ON APPEAL

Pursuant to 37 C.F.R. § 41.37, this Brief on Appeal is submitted as follows:

REAL PARTY IN INTEREST – UNDER 37 C.F.R. § 41.37(c)(1)(i)

The real party in interest in this appeal is The Boeing Company, a corporation of the State of Delaware, having its principal place of business at 100 North Riverside Plaza, Chicago, Illinois 60606-1596, by virtue of an assignment recorded September 4, 2003 at Reel/Frame 014470/0831.

RELATED APPEALS & INTERFERENCES - UNDER 37 C.F.R. § 41.37(c)(1)(ii)

To the best of Appellant's knowledge, no other appeals or interferences are pending which will directly affect, be directly affected by or have a bearing on the Board's decision in the present pending appeal.

STATUS OF THE CLAIMS – UNDER 37 C.F.R. § 41.37(c)(1)(iii)

Claims 1, 3, 4, 7, 9-13, 15, 17, 20-22, 25 and 29-33 are pending in the application. Claims 8, 14, 16 and 26 were cancelled in the Amendment filed June 6, 2006; Claim 2 was cancelled in the Amendment filed March 28, 2007; Claims 6, 18, 23-24, 27 and 28 were cancelled in the Amendment filed August 17, 2007; and Claims 5 and 19 were cancelled in the Amendment filed March 19, 2008. Claims 1, 3, 4, 7, 9-13, 15, 17, 20-22, 25 and 29-33 stand finally rejected. Therefore, claims 1, 3, 4, 7, 9-13, 15, 17, 20-22, 25 and 29-33 remain finally rejected and form the subject of the present appeal.

Concurrently with the filing of the present appeal brief, a fee in accordance with 37 C.F.R. § 41.20(b)(2) is being submitted to cover the cost of submitting the present appeal brief. The Notice of Appeal fee required under 37 C.F.R. § 41.20(b)(1) was submitted on June 1, 2009 by the undersigned.

A copy of the claims presently being appealed is provided in the attached "Claims Appendix".

STATUS OF AMENDMENTS – UNDER 37 C.F.R. § 41.37(c)(1)(iv)

There are no amendments or other papers filed by the undersigned in the present application that are "unentered" in the application.

SUMMARY OF THE CLAIMED SUBJECT MATTER – UNDER 37 C.F.R. § 41.37(c)(1)(v)

Independent Claim 1

1. A method of forming a structural window panel (component 10, figure 1; p. 3, lines 5-6) for an airborne mobile platform (component 12; p. 3, lines 6-7), comprising:

using a plurality of non-fibrous, metal sheets (components 28, figure 3; p. 4, line 11) to form a frame structure, wherein the metal sheets define a continuous peripheral edge (figure 3) forming an opening (opening 34 in figure 3; p. 4, lines 11-13) therein;

providing a plurality of layers of generally optically transparent fiber pre-impregnated resin tape (components 30 in figure 3; lines 11-13), where a resin of the tape comprises an aliphatic epoxy resin (p. 4, lines 31-33), and has an index of

refraction that generally matches an index of refraction of a plurality of fibers of said tape (p. 5, lines 23-28);

interleaving said plurality of layers of generally optically transparent, fiber pre-impregnated resin tape between the metal sheets (figure 3; p. 5 lines 3-6) to substantially cover an entire surface portion of each one of the metal sheets and to fill the opening, the layers of pre-impregnated resin tape extending substantially to outer peripheral edges of the metal sheets (figure 3);

heating the metal sheets and the fiber pre-impregnated resin tape layers as a unitary assembly within a tool (figure 3; p. 5, lines 12-18) such that the resin in each said pre-impregnated tape layer melts and substantially covers the metal sheets and fills the opening, said layers of optically transparent fiber pre-impregnated resin tape, said metal sheets and said aliphatic epoxy resin imparting a needed degree of structural strength to the window panel; and

once cured, the generally transparent, fiber pre-impregnated resin tape layers and metal sheets form a structural panel having a see-through window portion in the frame structure.

Independent Claim 13

13. A method of manufacturing a fuselage having a transparent window skin panel (component 10; figure 1, p. 3, lines 5-6) for use with an airborne mobile platform (component 12; p. 3, lines 6-7), comprising:

providing a tool (component 24 in figure 3; p. 4, lines 1-4);

providing a pre-impregnated resin tape (components 30 in figure 3; lines

11-13) comprised of a plurality of fibers a impregnated with a shrinkage resistant, transparent aliphatic epoxy resin (p 4, lines 31-33), and where said plurality of fibers has an index of refraction that generally matches an index of refraction of a said aliphatic epoxy resin of said tape (p. 5, lines 23-28);

providing a non-fibrous, metal sheet having a plurality of spaced apart openings formed therein (component 28; figure 3; p. 4, line 11);

layering the pre-impregnated resin tape and the metal sheet onto the tool such that the metal sheet and the pre-impregnated resin tape are aligned one atop the other (figure 3; p. 5, lines 3-6), such that the pre-impregnated resin tape completely covers the openings and overlays substantially an entire outer surface of the metal sheet (figure 3);

heating the tool, the metal sheet, and the pre-impregnated resin tape such that the resin flows to substantially cover an entirety of the metal sheet and the fibers (figure 3, p. 5, lines 12-18), the resin and fibers being substantially transparent to form a plurality of see-through window portions in the skin panel (p. 5, line 23) in the spaced apart openings; and

removing the skin panel from the tool and securing it to a portion of a fuselage of said airborne mobile platform (p. 3. lines 14-17).

GROUNDS OF REJECTION TO BE REVIEWED ON APPEAL – UNDER 37 C.F.R. § 41.37(c)(1)(vi)

Appellant presents the following ground(s) of rejection for review:

Rejection 1: Whether claims 1, 3, 4, 7 and 9-12 are obvious under 35 U.S.C. §103 in view of the collective teachings of U.S. Patent No. 5,665,450 to Day et al. (hereinafter "Day et al."), U.S. Patent No. 5,885,714 to Demeester (hereinafter

"Demeester"), U.S. Patent No. 4,793,108 to Bain et al. (hereinafter "Bain et al."), U.S. Patent No. 3,081,205 to Shorr (hereinafter "Shorr"), U.S. Patent No. 5,500,272 to Padden (hereinafter "Padden"), and U.S. Patent No. 3,534,004 to Luvisi (hereinafter "Luvisi").

Rejection 2: Whether claims 13, 15, 17, 20-22, 25 and 29-33 are obvious in view of Day et al., Demeester, Shorr, Padden, Luvisi, and further in view of U.S. Patent No. 3,074,832 to Graff (hereinafter "Graff").

ARGUMENT – UNDER 37 C.F.R. § 41.37(c)(1)(vii)

Pursuant to 37 C.F.R. § 41.37(c)(1)(vii), the following provides the contentions of Appellant with respect to Rejections 1 and 2 enumerated above that is being presented for review in accordance with 37 C.F.R. § 41.37(c)(1)(vi).

Argument Regarding Rejection 1 under 35 U.S.C. §103

Overview

The claimed subject matter relates to a lightweight, structurally strong skin panel having one or more transparent areas forming see-through windows, and a method of making same. A pre-impregnated resin tape comprised of a plurality of fibers impressed into a resin is provided. One or more metal sheets are also provided. The pre-impregnated resin tape and the metal sheets are layered onto a molding tool such that the metal sheet and the pre-impregnated resin tape are aligned one atop the other. The tool, metal sheet, and pre-impregnated resin tape are heated such that the resin flows and covers the metal sheet and the fibers. The resin and fibers are substantially

transparent, and preferably have the same index of refraction, to thus form a see-through window portion in the skin panel.

Argument

Day et al. involves a window that makes use of glass ribbon-reinforced transparent polymer composite material. However, Day et al. is completely silent on manufacturing the window with one or more metallic, peripheral layers to provide additional strength at the peripheral edge of the window. In the Office Action the Examiner makes the statement:

> *"However, it is generally well known in the aircraft window manufacture to provide an embedded reinforcing material around the periphery of a window to provide improved strength and rigidity." (Office Action, pps. 3-4)*

The Examiner proceeds to cite Demeester, Bain et al., Shorr and Padden for the proposition that it would have been obvious to one of ordinary skill in this art to have embedded one or more metal reinforcing sheets around the periphery of an aircraft window, and then makes the "jump" that it would be obvious to do so with the transparent composite panel of Day et al. prior to heating to flow and cure the resin in the panel of Day et al. However, there is no suggestion, or even *hint* of a suggestion, in Day et al. or any of the previously mentioned references that it would be helpful/possible to interleave one or more metal peripheral layers ***that have an opening***, between layers of a transparent window structure made up of ***transparent fibers*** and a ***transparent resin*** that has an ***index of refraction that matches the index of refraction of the transparent fibers.***

It would not have been obvious to use one or more metal interlayers with a composite transparent window structure, as recited in the independent claims, because of the obvious improved strength of a composite panel of Day et al. by itself. Padden involves a composite layer (sheets 12 and 14 in Figure 1) with a titanium interlayer (sheet 20 in Figure 1), but the multi-layer panel in Padden does not include a window portion, but rather just forms a structural panel. There is nothing in Padden that would even remotely suggest the **desirability of** combining its teachings with Day et al. so that the transparent composite panel in Day et al. could be formed with interleaved metallic panels that have one or more openings, and wherein the openings are filled with a generally transparent composite material that effectively forms a window in the structural panel. Again, Padden involves using a full layer of titanium (component 20 in Figure 1) as the metallic interlayer, and makes no mention of just forming the metallic interlayer as a peripheral member which only covers a peripheral edge portion of the composite layer of material to which it is assembled. The Board's attention is directed to Figure 3 of the present application, reprinted below for convenience, which illustrates at least one metallic interlayer (metal sheet 28 in Figure 3) having an opening (area 34) sufficient in size to form a window portion for the structural window panel once manufacture of the structural window panel is completed.

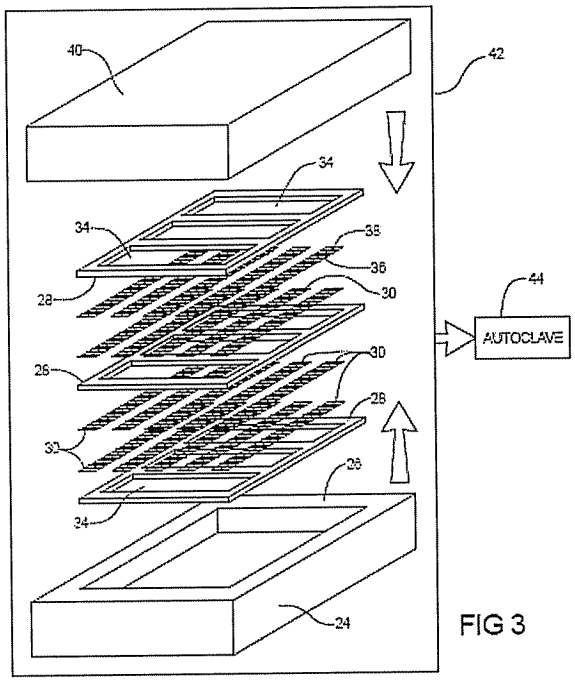

FIG 3

This is not even remotely suggested by Day et al. or Padden.

The Examiner has given no appreciable weight to the fact that with a composite window panel such as is being claimed in the present application, the desirability/need for a peripheral reinforcing structure would not be as immediately apparent to one of ordinary skill in this art. This is because of the significant added strength of a composite window panel by itself. Conversely, and as evidence of this ***non-obviousness***, it will be noted that Day et al. makes no mention or suggestion of the desirability of including an interleaved metal peripheral reinforcing edge portion as an integral portion of the window. It is also noteworthy that the Examiner has not cited any art involving <u>composite</u> windows that suggest the desirability to incorporate an interleaved, metallic, peripheral, edge-reinforcing structure during the manufacture of the window assembly.

Demeester involves a window structure that makes use of two layers of glass (items 2 in Figure 2) that are separated by a stainless steel belt 5 (Figure 2) that does not extend beyond the peripheries of the two layers of glass. Again, Demeester does not involve the manufacture of a composite window, and as such it would clearly be expected and understood that such a standard multipane glass window as shown in Demeester would need some type of supporting structure around the periphery of the

glass panels before the glass panels could be secured to other structure and used as a window. The fact that Demeester shows the use of a stainless steel belt (5) with otherwise conventional glass panels to help form a frame for the glass panels does not suggest that it would be obvious to use such a metallic peripheral frame component ***with a composite, transparent panel***, because of the significant increased strength of a composite material panel. Furthermore, there is nothing in Demeester to suggest combining its teachings with a transparent composite window panel.

Bain et al. involves a plastic laminated window having plastic plys (42) (Figure 3) with an interlayer 48 and a separate edge insert (i.e., interlayer) member 50 coplanar with the interlayer 48. The edge insert 50 is described as being made of plasticized polyvinyl butyl. The layers 42 and 44, and interlayers 48 and 50, are clamped together via a mechanical clamping structure comprised of clamp assembly 26 (Figure 3) and seal member 26, and thus are not heated and do not form a "unitary assembly" as this term is used in claim 1. The edge insert 50 is also not described as being a metal component. Moreover, there is nothing in Bain et al. to suggest interleaving a metal peripheral panel with one or more composite, transparent layers, and heating the assembly in a tool to produce a unitary window structure. Put differently, there is nothing in Bain et al. to suggest combining it with the teachings of Day et al., Padden or Demeester.

Shorr has been cited by the Examiner as showing a peripheral reinforcing member for an aircraft window. Shorr involves a safety glass glazing unit that makes use of two glass sheets 1 and 2 (Figure 4) separated by a thermoplastic sheet 3. Metal frames 7 and 8 are embedded in and bonded to thermoplastic sheet 3. The glass

sheets 1 and 2 of Shorr do not extend to the outer peripheral edges of the metallic sheets as called for in claim 1, as indicated below:

> . . .
> *the layers of pre-impregnated resin tape extending substantially to outer peripheral edges of the metal sheets*
> . . . .

Moreover, there is no suggestion of using the teachings of Shorr with those of Day et al. to provide the composite panel of Day et al. with a metal peripheral frame.

Luvisi involves specific polymeric compositions of matter, and particularly a polycyclic epoxide, but there is no suggestion of using this compound in a method of forming a structural panel having a peripheral reinforcing, a metallic interlayer, and where the window has a construction of fibers and resin having matching indices of refraction.

In view of the foregoing, it is submitted that the Examiner has not made out a prima facie case of obviousness and that the rejection of claims 1, 3, 4, 7 and 9-12 should be withdrawn.

Argument Regarding Rejection 2 under 35 U.S.C. §103

For the same reasons given above in connection with Argument 1, it is submitted that the rejection of claims 13, 15, 17, 20-22, 25 and 29-33 in view of Day et al., Demeester, Bain et al., Shorr, Padden, Luvisi and Graff has been made in error and should be reversed. Independent claim 13 is somewhat similar to independent claim 1, addressed above in Argument 1. The Examiner has also cited Graff in combination with the Day et al., Bain et al., Shorr, Padden and Luvisi references, as teaching

improvements in rigidity and strength of fiber reinforced resin window for a variety of applications. However, a review of Graff similarly fails to disclose anything that would suggest combining its teachings with those of the other cited references. Graff discloses a plastic window plate structure having a frame structure 1 (Figure 1a) that may be made from metal, with a polyester resin plate 2 positioned on one side (Figure 1a) or encapsulating the frame (Figure 2). There is nothing in Graff to suggest combining its teachings with Day et al. to implement a composite window panel where the fibers and an aliphatic resin having matching indices of refraction. Accordingly, reversal of the rejection of claims 13, 15, 17, 20-22 and 29-33 is respectfully solicited.

No Motivation To Combine References

It is well established by the CAFC that there must be some teaching, motivation or desirability to combine the prior art references. A general relationship between fields of the prior art patents that are being combined is not sufficient to establish the required "suggestion" or "motivation". See e.g., C.R. Bard, Inc. v. M3 Sys., Inc., 157 F.3d 1340, 1352 (Fed. Cir. 1998); see also, Interactive Techs., Inc. v. Pittway Corp., Civ. App. No. 98-1464, slip op. at 13 (Fed. Cir. June 1, 1999) (unpublished), cert. denied, 528 U.S. 528 U.S. 1046 (1999).

Furthermore, the Federal Circuit has stated:

> *The genius of invention is often a combination of known elements which in hindsight seems preordained. To prevent hindsight invalidation of patent claims, the law requires some "teaching, suggestion or reason" to combine the cited references.*

McGinley v. Franklin Sports Inc., 262 F.3d 1339, 60 USPQ2d 1001, 1008 (Fed. Cir. 2001) (citing Gambro Lundia AB v. Baxter Healthcare Corp., 110 F.3d 1573, 1579, 42 USPQ 2d 1378, 1383 (Fed. Cir. 1997)).

The mere fact that the prior art may be modified in the manner suggested by the Examiner does not make the modification obvious unless the prior art suggested the desirability of the modification. In re Fritch, 972 F.2d 1260, 23 USPQ2d 1780, 1784 (Fed. Cir. 1992). In In re Fritch, the CAFC stated:

> *It is impermissible to use the claimed invention as an instruction manual or "template" to piece together the teachings of the prior art so that the claimed invention is rendered obvious. This court has previously stated that "[o]ne cannot use hindsight reconstruction to pick and choose among isolated disclosure disclosures in the prior art to deprecate the claimed invention.*

Id. at 23 USPQ2d 1784.

In this example, the Examiner has failed to explain the specific understanding or principle within the knowledge of a skilled artisan that would have motivated one with no knowledge of the presently claimed subject matter to make the combinations of references that the Examiner has made in this instance. In the present instance the Examiner has merely picked and chosen isolated teachings from various references to construct the claimed subject matter of independent claims 1 and 13. For example, the Examiner has cited Day et al. as teaching the use of fibers and resin having matching indices of refraction, but has provided no specific reasons why one of ordinary skill in this art would be motivated, or would have some desire, to combine the teachings of Day et al. with those of Padden or any of the other references. Day et al. is silent on the use of any reinforcing structure along a peripheral edge of its panel, let alone

interleaving a plurality of layers of fiberous material with a plurality of layers of metal, where the metal has openings that may form a window portion of a structural panel.

Conversely, Padden is silent on the possibility of using its teachings to form a composite panel having a ***window portion***. There is not the slightest suggestion in Padden of using its teachings to form a structural panel ***with a transparent portion*** formed by fiberous material and resin having ***matching indices of refraction***.

Demeester likewise discloses nothing which might suggest to one of ordinary skill in this art the desirability of combining one or more layers of **composite transparent materials** with one or more layers of metal, and heating same to form a unitary assembly. Conversely, there is nothing in Day et al. to suggest combining its teachings with those of Demeester. The same is true for the plastic laminated window of Bain et al. and the safety glass glazing unit of Shorr, and the material compositions disclosed in Luvisi.

What the Examiner appears to have done in this instance is simply to take each limitation of the subject matter of claims 1 and 13 and obtain separate patent references showing isolated features of the claimed subject matter. The simple fact that the references involve subject matter in related fields of art to the claimed subject matter is not sufficient to show the required "motivation" or "desirability" for combining the references under 35 U.S.C. §103. It is important to note that the Examiner has not recited any specific technical or practical reasons as to "why" one of ordinary skill in this art would have been motivated to combine the teachings of the cited references, without help from the claims of the present application. The Examiner's entire justification for combining the 5 cited references in Rejection 1 (as well as the 6 cited references used to form Rejection 2) is essentially that *all of the cited references involve the aerospace*

or window manufacturing areas of technology, and therefore would be obvious to put together to produce the claimed subject matter. As stated above, this is simply not sufficient to show the required motivation or desirability required under the statute. If there was some shortcoming in Day et al. that "called out" for the use of an interleaved metal frame, or if there was some shortcoming in Padden that "begged" the use of a transparent window portion, then the combination of these two references would be more easily understood, but that is certainly not the case in this instance. The desirability of combining the teachings of these references as the Examiner has done only becomes apparent after reviewing the claims of the pending application.

Accordingly, it is respectfully maintained that the combination of references applied by the Examiner has been made in hindsight using the pending claims as a road map.

Conclusion

For the foregoing reasons, it is respectfully submitted that the foregoing Rejection(s) is/are improper and should be reversed, and the application passed to issue.

Respectfully submitted,

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Date: July 31, 2009

CLAIMS APPENDIX

UNDER 37 C.F.R. § 41.37(c)(1)(viii)

1. A method of forming a structural window panel for an airborne mobile platform, comprising:

using a plurality of non-fibrous, metal sheets to form a frame structure, wherein the metal sheets define a continuous peripheral edge forming an opening therein;

providing a plurality of layers of generally optically transparent fiber pre-impregnated resin tape, where a resin of the tape comprises an aliphatic epoxy resin, and has an index of refraction that generally matches an index of refraction of a plurality of fibers of said tape;

interleaving said plurality of layers of generally optically transparent, fiber pre-impregnated resin tape between the metal sheets to substantially cover an entire surface portion of each one of the metal sheets and to fill the opening, the layers of pre-impregnated resin tape extending substantially to outer peripheral edges of the metal sheets;

heating the metal sheets and the fiber pre-impregnated resin tape layers as a unitary assembly within a tool such that the resin in each said pre-impregnated tape layer melts and substantially covers the metal sheets and fills the opening, said layers of optically transparent fiber pre-impregnated resin tape, said metal sheets and said aliphatic epoxy resin imparting a needed degree of structural strength to the window panel; and

once cured, the generally transparent, fiber pre-impregnated resin tape layers and metal sheets form a structural panel having a see-through window portion in the frame structure.

3. The method of claim 1, wherein the fiber pre-impregnated resin tape layers each comprises a plurality of fibers impressed into a resin tape.

4. The method of claim 3, wherein the fibers are comprised of fiberglass.

7. The method of claim 1, wherein each said metal sheet comprises a plurality of metal foil strips.

9. The method of claim 1, wherein each said metal sheet is comprised of aluminum.

10. The method of claim 1, wherein each said metal sheet is comprised of titanium.

11. The method of claim 1, wherein each said metal sheet forms an opening, said openings corresponding to a window.

12. The method of claim 1, wherein the fiber pre-impregnated resin tape has a width of approximately 1/8" (3.175 mm) to about 12" (304.8 mm).

13. A method of manufacturing a fuselage having a transparent window skin panel for use with an airborne mobile platform, comprising:

providing a tool;

providing a pre-impregnated resin tape comprised of a plurality of fibers a impregnated with a, transparent aliphatic epoxy resin, and where said plurality of fibers has an index of refraction that generally matches an index of refraction of a said aliphatic epoxy resin of said tape;

providing a non-fibrous, metal sheet having a plurality of spaced apart openings formed therein;

layering the pre-impregnated resin tape and the metal sheet onto the tool such that the metal sheet and the pre-impregnated resin tape are aligned one atop the other, such that the pre-impregnated resin tape completely covers the openings and overlays substantially an entire outer surface of the metal sheet;

heating the tool, the metal sheet, and the pre-impregnated resin tape such that the resin flows to substantially cover an entirety of the metal sheet and the fibers, the resin and fibers being substantially transparent to form a plurality of see-through window portions in the skin panel in the spaced apart openings;

removing the skin panel from the tool and securing it to a portion of a fuselage of said airborne mobile platform.

15. The method of manufacturing a transparent window skin panel of claim 13, wherein providing a pre-impregnated resin tape, providing a metal sheet, and layering the pre-impregnated resin tape and the metal sheet onto the tool comprises using a plurality of metal sheets and a plurality of layers of pre-impregnated resin tape,

and arranging the metal sheets and layers of pre-impregnated resin tape in alternating layers.

17. The method of manufacturing a transparent window skin panel of claim 13, wherein applying the pre-impregnated resin tape within any given layer comprises sandwiching a plurality of fiber pre-impregnated resin tape layers one adjacent another to fully cover the metal and to fully fill the openings in the metal sheet.

20. The method of manufacturing a transparent window skin panel of claim 13, wherein the metal sheet is comprised of aluminum.

21. The method of manufacturing a transparent window skin panel of claim 13, wherein the metal sheet is comprised of titanium.

22. The method of manufacturing a transparent window skin panel of claim 13, wherein the fibers are comprised of fiberglass.

25. The method of manufacturing a transparent window skin panel of claim 13, wherein the metal sheet comprises a plurality of metal foil strips.

29. The method of manufacturing a transparent window skin panel of claim 13, wherein the pre-impregnated resin tape has a width of approximately 1/8" (3.175 mm) to about 12" (304.8 mm).

30. The method of manufacturing a transparent window skin panel of claim 13, further comprising placing a caul plate atop the metal sheet, the pre-impregnated resin tape, and the tool.

31. The method of manufacturing a transparent window skin panel of claim 30, further comprising placing the caul plate, the metal sheet, the pre-impregnated resin tape, and the tool into a vacuum bag and removing the air therein.

32. The method of manufacturing a transparent window skin panel of claim 13, wherein heating the tool, the metal sheet, and the pre-impregnated resin tape comprises using an autoclave.

33. The method of manufacturing a transparent window skin panel of claim 29, wherein the autoclave heats the tool, the metal sheet, and the pre-impregnated resin tape to approximately 350 degrees Fahrenheit under approximately 100 to 200 psi of pressure.

EVIDENCE APPENDIX

UNDER 37 C.F.R. §41.37 (C)(1)(IX)

None.

RELATED PROCEEDINGS APPENDIX

UNDER 37 C.F.R. §41.37(C)(1)(X)

None.

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